



# The Fly-By

A Quarterly Newsletter of the  
**Southwest Region**  
October, 2011



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**The Fly-By** is published quarterly on the first month of each quarter. Deadline for submissions are:

1Q – 20 December

2Q – 20 March

3Q – 20 June

4Q – 20 September

**Text** may be submitted in the body of an e-mail (preferred) or as a document attached to an e-mail (a text file or, if generated in a word processor, saved in .RTF format).

**Images** must be in JPG format, un-retouched, un-cropped, and at least 1200 by 900 pixels.

**Credits:** In all cases, please give full grade, name and unit of assignment of

1. The article's author,
2. Photographer, and
3. Any person mentioned in the article.

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Send submissions to the Editor at:

[awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com)

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## **News Highlights From Around the Region**

In the third quarter of 2011, the SWR NFA ran at Shawnee, Okla., the SWR Staff College ran at Kirtland AFB, member wings participated in several missions, and IACE cadets visited the region's wings. At the National Conference, Texas Wing's Maj. Phyllis Sutton was presented the F. Ward Reilly Leadership Award. She commands the Frisco Cadet Squadron, this year's National Squadron of Distinction.

To avoid errors or omissions, I've asked each wing PAO to send in a summary of notable events. They are posted below in the order in which they were received, with my thanks.

**Arizona Wing's** Aug. 20 OPEX turned into a real-world mission when the Arizona Department of Emergency Management tasked the wing with aerial storm damage assessment photography. Aircrew members also spotted wreckage from a downed airplane in Northern Arizona during a SAR in August. Yuma Cadet Lt. Col. Jacquelyn "Jacque" Taylor earned the Ira C. Eaker Award, presented by State Representative Lynne Pancrazi on Aug. 11, 2011.

**New Mexico Wing** spent a busy quarter flying water safety support missions for the State, staging two SAREXes for continued mission proficiency, and conducting a Unit Commanders Course and a Corporate Learning Course. Kirtland AFB hosted the SWR Staff College and the Pararescue Orientation Course NCSA. Cadet Spencer Graham won the NHQ DDR slogan competition. The Top Gun instrument proficiency course, co-hosted with Colorado Wing, was a great success, and glider orientation flights rounded off the quarter. The wing had its survey and audit in September, and in October is restarting the Wing Newsletter under the editorship of Lt. Col. Jay T. Tourtel, new Assistant Wing PAO.

**Oklahoma Wing** conducted firefighting assistance operations in support of local and state agencies, as well as other missions, including counter-drug support activities and search and rescue training. Aircrew and ground team member training was active during this period. In July, the wing conducted the SWR National Flight Academy, with 28 CAP cadets from all over the country attending, and a record 24 of them soloing. The wing hosted seven IACE cadets from Australia, Canada and Turkey who visited the state for a week.

**Louisiana Wing** received two awards at the 2011 CAP National Convention held in Louisville, Ky., the National Award of Excellence for Disaster Relief and a Commander's

Commendation in recognition of the wing's flood disaster missions. Cadets from three wings participated in the summer cadet encampment at Barksdale AFB. The annual wing conference in Pineville counted with special guests CAP Col. Mary Feik and USAF Col. Paul D. Gloyd, II, CAP-USA Vice Commander. A Barksdale Composite Squadron cadet visited the UK as an IACE program participant.

**Arkansas Wing** held two training conferences and a search-and-rescue exercise, launched its 2011 Wreaths Across America campaign, and earned a National Search and Rescue Award. One cadet attended the SWR National Powered Flight Academy in Shawnee, Okla. A Corporate Learning Course and Training Leaders of Cadets course were followed by an AOPA Safety Seminar, an aerospace education workshop, and the wing's first annual charity golf tournament at Little Rock AFB, rounding off the quarter's activities.

**Texas Wing** earned CAP National awards on HLS/CD, AE and CP, and a Unit Citation for wildfire over-flights. Maj. Phyllis Sutton won the F. Ward Reilly Award and Frisco Composite the National Squadron of Distinction. A Successful SAREVAL merited an Outstanding rating on CISM and Excellent on Flightline, Safety, and Public Affairs. During August, in spite of high temperatures, the wing flew 518 hours. Cadet 1st Lt. James Shawn – a spectator – used skills learned in LESA Wilderness First Responder and GSARSS to render impromptu help to some of the Reno Air Race disaster victims.

To everyone, our congratulations. 🇺🇸

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### **Safety is Priority One**

Please read the latest issue of The Safety Beacon for timely, seasonal advice at [http://members.gocivilairpatrol.com/safety/safety\\_newsletters.cfm](http://members.gocivilairpatrol.com/safety/safety_newsletters.cfm)

Have you taken the **Operational Risk Management** Basic, Intermediate and Advanced online courses? Please visit: <http://www.capmembers.com/safety/orm.cfm>

- Safety must be on every CAP member's mind, at all times.
- Before engaging in any CAP activity, a safety briefing must be conducted.
- Don't miss the Safety Specialty Track training posted at [http://www.capmembers.com/safety/safety\\_training/orm\\_training.cfm](http://www.capmembers.com/safety/safety_training/orm_training.cfm)
- **Safety is our Number One Priority.**

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### **How to Submit News Items for this Newsletter**

#### ▪ **Which Articles Are Best?**

Ideally, articles should deal with a wing-wide event, preferably conducted in conjunction or coordinated with another wing (or better yet across regions).

Individual articles dealing with a subject that is of interest to a broad audience qualify as well.

Articles bylined by cadets, especially when the subject is of interest to a broad audience, are also welcome.

#### ▪ **Do I Submit Photos?**

Whenever possible, include images with your article. Do not embed images in a Word document. Instead, send in the original, un-retouched, full-size digital photos as attachments.

#### ▪ **If You Have Article Ideas or Suggestions**

If you have an article in mind but are not sure whether it would be acceptable, you need some guidance in writing it, or you would like to make a comment about the material published here, please feel free to contact the editor: [awoodgate@austin.rr.com](mailto:awoodgate@austin.rr.com) 🇺🇸



National Flight Academy  
July 2011  
Shawnee, Oklahoma

The 2011 Southwest Region National Flight Academy forms on the tarmac for a group photo. Student Pilots are wearing blue T-shirts; others are instructors and staff members. At far left, Col. Virginia Keller. (Photos: 2nd Lt. Barry Fogerty, CAP)

**SWR National Flight Academy Lands in Shawnee – Again**

*by 2nd Lt. Barry L. Fogerty, CAP and 1st Lt. Phyllis A. Howard, CAP*

SHAWNEE, Okla. – “Clear Prop!” is the call that will echo across the tarmac and be heard by many at Oklahoma’s Shawnee Regional Airport on July 8-18, 2011, as cadet students start the engine of Civil Air Patrol Cessna 172 aircraft. It reflects the flight training received by many CAP Cadets at the National Flight Academy.

This year, the Southwest Region (SWR) National Flight Academy (NFA) has a class of 28 cadets, ranging in age from 16 to 18, who have come from 15 different wings, representing six of the eight Civil Air Patrol regions.



Cadet 2nd Lt. David Harris, Colorado Wing, said, “On my solo, I wasn’t nervous, and I felt confident because I had attended the Glider Flight Academy.” Then added, “My advice to future solo pilots is ‘Have confidence in all you do, and listen to your instructor.’ My experience as a student was that the training was strict but it paid off. It was fun, too.”

This prestigious flying event was sponsored by SWR and hosted by Oklahoma Wing. Aspiring pilots received 25 hours of Private Pilot Ground Instruction and 10 hours of flight time in a Cessna 172, with one of 15 FAA Certified Flight Instructors on staff, all of them CAP members. It was known that many cadets participating in the NFA would solo at the

Academy, but no one can tell how many until the event has ended.

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Scholarship recipients in blue T-shirts, with Daedalians' Commander and, at far right, Okla. Wing Commander Col. Bob Castle. (Photos: 2nd Lt. Barry Fogerty, CAP)

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In each flight, two cadets fly with one instructor: one cadet receives flight instruction and the other one observes. They switch roles frequently, due to

the intensity of the training. Ground support was provided by CAP volunteers, including the newly formed Shawnee Flight, part of the Flying Castle Composite Squadron at Tinker AFB.

The Shawnee Flight held CAP information sessions on July 9 and 16 – both Saturdays – from 9 to 11 a.m. in the newly-completed Airport Terminal Building. Free soft drinks and pizza were provided

The learning environment is specially designed for CAP cadets. The low ratio of one to two students per instructor assured that there would be plenty of time for individual instruction.

The general public was invited to visit the ramp at the Shawnee Municipal Airport to see the 16 Cessna 172s and the student pilots from various states. The aircraft's red, white and blue color scheme reflects the pride all participants take in being CAP members and Americans. 🇺🇸

**Below:** As part of the pre-flight inspection, student pilots learn how to check the oil level on a Cessna 172.





Cadet 2nd Lt. Lance Morrow refuels a Cessna 172, part of his duties as a staff assistant at the Southwest Region National Flight Academy, Shawnee, Okla. (Photos: 2nd Lt. Barry Fogerty, CAP)

## ***Cadets Fly High, Braving Hot Summer Days***

*by Cadet 2nd Lt. Lance Morrow, CAP*

SHAWNEE, Okla. – Twenty-six Civil Air Patrol cadets took to the skies on Sunday, July 10 in sixteen Civil Air Patrol aircraft from Oklahoma, Texas, Missouri, Kansas, Tennessee and Arkansas, as they participated in the Civil Air Patrol's Southwest Region National Flight Academy (NFA) on July 8-18, 2011. Cadets came from across the United States and as far away as Hawaii to get 20 hours of ground school, enjoy at least 10 flight hours, and hopefully solo. Out of 28

cadets who had enrolled in the course, two weren't able to fly because of medical reasons.

National Flight Academy began early as the cadets hit the books in the morning of Saturday, July 9, starting their rapid climb through an intensive ground school that would prepare them for most aspects of flying a complicated modern aircraft.

On Sunday, cadets woke up at 5 a.m. and ate



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a quick breakfast, hoping for the best as they headed to the airport to take advantage of the cool morning and thus avoid flying in the prevailing 100-degree weather.

All aircraft were put through a thorough pre-flight checklist, as instructors showed their students how to safely ready an airplane for flight. After completing their pre-flight checklist tasks, cadets learned how to taxi their aircraft on the ground and then take off into the clear air.

Once in the air, cadets ran through basic flight maneuvers, such as turns and stalls, and also practiced landing approaches. "It was a truly fun learning experience," said sixteen-year-old Cadet Chief Master Sgt. Claire Schindler. Then she added, "I'm trying to improve my comfort level with the aircraft controls, and I really hope to solo."

Cadet Schindler is from Springfield, Virginia and plays junior varsity soccer for her school. She enjoys playing the piano, hanging out with friends at the mall and at movies, and hopes to become a stunt pilot.

Col. Virginia Keller, former Oklahoma Wing commander and vice-commander, was on staff at the NFA this year. "Of the 26 cadets able to fly, we soloed 24 of them, a very high percentage," she said.

Last year, I was a student at the NFA but failed to solo. This year, attending as a member of the NFA staff, I was given the opportunity, and soloed. That really made a total of 25 solos for the event, but since I was not a student, it didn't count for the record.

On average, slightly over 50% of all NFA students manage to solo. 🇺🇸

Senior Member Bill Rowden cuts off the tail of Cadet 2nd Lt. Lance Morrow's T-shirt. Custom dictates that the whole class should sign the cut-off, after which the solo cadet gets doused with pails full of water. (Photo: 2nd Lt. Barry Fogerty, CAP)





Student pilots pay close attention to pre-flight inspection in the cool of the day. Early morning flights were favorites, as the days reached very high temperatures. (Photos: 2nd Lt. Barry Fogerty, CAP)

### ***National Flight Academy Success for 24 CAP Cadets***

*by 2nd Lt. Barry Fogerty, CAP*

SHAWNEE, Okla. – Twenty-four out of 26 eligible cadets completed their first solo flight at the Shawnee Municipal Airport by the end of flight operations on Sunday, July 17, 2011. The 2011 Class of the Southwest Region National Flight Academy had spent the highly successful long week of July 8-18, 2011 profitably, having achieved an unusually high success rate.

A student authorized to solo goes through many emotions in a short time. The first is pride at knowing he has performed to expectations; the solo flight is his reward. Next is nervousness at having to rely on himself to overcome any in-flight difficulties. Following that is the joy of flying the airplane with no one else on board.

Traditionally, following a solo the instructor cuts off the student's shirt tail. This is a reminder of the time when instructors riding in the back of a tandem aircraft had no intercom and pulled on the shirt tail of the student on the front seat. Cutting off the shirt tail symbolizes that the instructor no longer controls the student. Getting doused, receiving the accolades of his peers, and the instructor's approval at the end of the solo are icing on the cake.



For the student to become eligible, the instructor must have observed three good take offs and landings. Another instructor reviews the student's progress. If everything checks out, and the instructors agree, the student gets to fly around the pattern – solo.

This has been a long, fatiguing week for all attending the NFA. Ground school instruction is given whenever flight isn't possible. Mandatory lights out at 10 p.m. gave the student pilots adequate rest for the busy day that would follow.

Cadet 1st Lt. William Blake, of Alabama Wing, said, "This activity surpassed my expectations. It was well planned, the instructors were clear and helpful, and it ran so smoothly that it said a lot about the quality of staff and instructors." He added, "My goal is to become a USAF pilot."

It was not all work and no play. On one afternoon, cadets went to White Water Bay Water Park in Oklahoma City, followed by a pizza supper. Cadets took an evening off to go to the National Finals Youth Rodeo. And throughout their training experience, they had time to make life-long friendships with fellow cadets from all over the U.S.

One of the last events planned for the Cadets was a banquet held at St. Gregory's Church on Sunday night. This event it is open to parents, staff, and instructors' spouses. The award for the Outstanding Cadet for the NFA – an honor picked by the cadets themselves – was presented to Cadet 2nd Lt. Jon-Henry Ahsing, a member of Hawaii Wing (at right, receiving it from Lt. Col. Ed Angala.)

Cadet 2nd Lt. David Harris, of Colorado Wing, said, "Cadet Ahsing makes you laugh and keeps you positive. He's a natural leader and a major contributor to making this NFA a very good learning experience." 🇺🇸





## ***Southwest Region Staff College***

*by Capt. Sandra Smith, CAP*

ALBUQUERQUE, N.M. – The Southwest Region Staff College was held July 16-22, 2011, on Kirtland Air Force Base in Albuquerque, New Mexico. The courses were conducted in the old Non-Commissioned Officer Academy, under the directorship of Col. Mark Smith, the New Mexico Wing Commander.

There were many firsts this year. In the past, Air Force NCO instructors from the Academy had taught most of the curriculum, but not this time. Col. Smith selected Civil Air Patrol instructors and staff members, and the Region plans to continue using only CAP members to run and teach the college in future years.

It was also the first year that staff members had seen so many students with upper-level academic degrees. Out of eleven attending, five had PhDs, four Masters, and two Bachelors.

“The new curriculum defines good leadership skills and offers a wider opportunity to learn problem-solving techniques. It has tremendous value in our CAP activities, and offers skills that can be taken into real-life leadership opportunities,” said Lt. Col. Sharon Lane, an instructor and former college director. The updated college curriculum is in its second year, and students have found it more challenging and all-encompassing overall.



It was also a first for me in terms of being on staff. I had the honor of serving as a seminar advisor and gently guiding a seminar group throughout the week. I say gently because it was something I had to keep remembering. As a former student and a currently serving squadron commander, I had experience that could have made my group's time at the college very easy. But, as Lt. Col. Heather Muehleisen – the curriculum director and 2012 college director – advised me, "It's not your job to lead them. Whether they succeed or fail, it needs to be up to them."

It has been said that no one truly understands something until one needs to teach it, and this was impressed upon me. In the end, it was true, as I learned when I took stock of what I had gained from RSC. As a student, there had been so much to absorb that I had a hard time seeing outside the box or beyond the tactical applications. I used what I had learned at the college immediately upon returning to my squadron in Texas Wing. However, it was not until this year on staff that I truly realized how beneficial RSC had been to me. I was quite shocked to realize that I had built much of my squadron and command style based on what I had learned here.

Everyone needs reassurance at some point, and RSC provided that to me. I saw clearly that I hadn't been going in the wrong direction, but that I needed to continue in the same vein. In addition, being a seminar advisor added a whole new challenge for me. This was a skill that I hadn't realized I would need to learn, yet it was a perfect fit for me.

Not only did I find myself, but saw that I needed to stop leading by the hand so much, and let others around me begin their own journey. 🇺🇸

**Top:** Seminar Advisor Certificate recipients Capt. Sandra Smith (Texas), Capt. Walter Dunton (N.M.), Capt. Anette Peters (N.M.), Col. Mark Smith, Maj. Paul Rappmundt (La.), and Maj. Dennis Kern (Texas).

**Right:** SWR's Lt. Col. Sharon Lane after giving Col. Mark Smith a framed, autographed class photo. (Preceding page photo, US Air Force; This page, Capt. Bradner Jones, CAP)





## **Cadet Officer School 2011, CAP's National Leadership School**

*by Cadet Capt. Jackson A. Kuplack, CAP*

MONTGOMERY, Alabama – On July 9, 2011, 120 cadets from every corner of the nation traveled to Maxwell Air Force Base to attend the Civil Air Patrol's premier cadet leadership school: National Cadet Officer School (COS). Our grades varied from Cadet 2nd Lt. to Cadet Maj., we ranged in age from 16 to 20, and we had come to learn how to lead. Over the following ten days, we would do just that.

After some complicated and lengthy air travel, we finally arrived at Montgomery Airport, from where we were driven over to Maxwell Air Force Base. Once there, we got our schedule, COS course book, room key, and money, and headed upstairs for the initial briefing. Yes, I said room key; and yes, I said money.

Cadet Capt. Jackson Kuplack, CAP.  
*(Photo: Cadet 2nd Lt. Regan Roshetko, CAP)*

Cadets had their own small suite, complete with walk-in closet, bathroom, and kitchen. Also, each cadet is allotted money for each day's meals. Since COS is run in a collegiate atmosphere, we were expected to act responsibly, and that meant using money and time wisely, despite the freedom we would be given. At COS, cadets are treated as adults, and are expected to behave that way.

Things got going by the following day, when everybody was in and I got the pleasure of meeting the other 11 members of my team (Flight 6). Our flight had two flight leaders, Air Force Lt. Col Julie Kling and CAP Lt. Col Jim Jenkins. Each flight gets an Air Force Officer and a Civil Air Patrol Senior Member to lead them. Ours, throughout the week, proved to be outstanding teachers and mentors, helping us whenever we needed it, and giving us important and helpful insight.





Region, October 2011

Flight 6 participates in one of 10 leadership seminars during the 10-day activity. (L-R) C/Capt. Sean Owens, C/Capt. Noah Johnson, C/Capt. Katherine Andrieu, C/2nd Lt. Regan Roshetko, C/2nd Lt. Matthew Bruffey, C/Maj. Christopher Weinzaphel, C/Capt. Erin Fetters, C/Capt. Greg Weatherford, and C/Capt. Steven Benson. (Photo: Cadet Capt. Jackson Kuplack)

Throughout the week we followed basically the same routine. At 6:45 a.m., we met at the lobby of our building and headed to breakfast, after which we had "Flight Time" when we usually gave speeches or discussed different leadership topics as a group before going to

class. Each morning we had two classes before noon, followed by a seminar in our flight rooms to discuss what we had learned.

Curt Lafond, NHQ Deputy Director for Cadet Programs and Col. William R. Bean, USAF Ret. The latter, a Distinguished Flying Cross winner and Vietnam War veteran, talked to us about his 310-day captivity in North Vietnam as a POW.

(Photo: Cadet Capt. Jackson Kuplack)

Some of our courses were "Leadership and Followership" by Chief Master Sgt. Lonnie Slater, "Leadership and Ethics" by Col. Gene Kamena, "The Senior Officer Perspective" by Brig. Gen. Stephen Denker, "Critical Thinking" by Dr. Tony Gould, and "Strategic Planning" by Col. John Warden, USAF Ret, to name a few. Listening to some of these lectures was an incredible experience, as these were not just lectures, but the handing down of great thinking by truly successful leaders. Col. John Warden, for example, is considered one of the most influential strategists since the Second World War. There are some who believe his name belongs among those of Billy Mitchell and Giulio Douhet. We also heard Col. "Ray" Bean, USAF Ret, a Vietnam veteran who shared with us his



experiences as a POW.



Flight 6 before the 2011 COS Volleyball Championship Game. In no particular order, C/2nd Lt. Danielle Garcia-Lance, C/Capt. Joshua Figarola, C/Maj. Christopher Weinzaphel, C/Capt. Jackson Kuplack, C/Capt. Erin Fetters, C/Capt. Sean Owens, C/Capt. Steven Benson, C/Capt. Katherine Andrieu, C/2nd Lt. Regan Roshetko, C/2nd Lt. Matthew Bruffey, C/Capt. Noah Johnson, and C/Capt. Greg Weatherford. (Photo: Lt. Col. Julie Kling.)

Each day, following the lectures, we had two activities that helped us



learn a lot about communication and teamwork. One was Team Leadership Projects (TLPs), using complex scenarios during which we had to use flawless teamwork to accomplish a given goal. One could probably describe them as puzzles – massive puzzles that took a lot of problem-solving and leadership to work out. We had a total of three TLPs.

The other activity was evening volleyball, and all students participated. Each flight would play

against another in a three-game match to see which used better team work. Our flight did very well. We were greatly energized and motivated by being out there on the court succeeding as a group – match, after match, after match. We were absolutely electrified by our constant victories.

**Top:** C/Maj Christopher Weinzaphel speaks during a Flight 6 Seminar (L-R): C/Capt. Steven Benson, C/Maj. Christopher Weinzaphel, C/Capt. Sean Owens, and C/Capt. Erin Fetters (Photo: C/2nd Lt. Danielle Garcia-Lance)

**Right:** C/Capt Noah Johnson works to complete an obstacle as Flight 6 participates in Project X. (Photo: Lt. Col. Julie Kling)

After a few days, we realized that we might go undefeated, and after an incredible 24-22 victory (to win, a team must reach 12 points, but needs to do so by a margin of 2 points) that went on three times as long as any other match that evening, we knew that our group was capable of something great. A few days later, we found ourselves at the championship game, being watched by the entire school as they pounded the “*We will rock you*” beat before the game. We went on to win that match in a hard-fought battle, becoming the only undefeated team at COS.





I have never been part of a more tightly-knit group at any CAP activity than Flight 6. We were all extremely supportive, knew what we were doing, and contributed to the team. Each evening, following volleyball, we would head back to our billets where we worked for three hours as a group doing our homework.

Everything we learned in the lectures and seminars was put to the test at Project X. This is an obstacle course used by the Air Force to train men and women who are learning how to become officers. Although I said obstacle course, it was nothing like the average encampment obstacle course. Each obstacle had its own set of rules, and at each obstacle one cadet was the designated leader. That leader must find a way to solve the problem, communicate that solution to the team, and effectively get everyone across in 15 minutes. It is much harder than it might sound, but it is an excellent way to test one's leadership skills in a real situation.

I have never been as sad to say goodbye after a CAP activity before as I was at this one, since it was – by far – the greatest one I have ever attended. There is only one place where you get to discuss advanced leadership topics with distinguished professors, learn about concepts vital to us as leaders, meet the National Commander, tour National Headquarters, and of course meet the best cadets in the country. That place is Cadet Officer School.

And I will never forget my fellow flight members, Cadet Maj. Christopher Weinzaphel, Cadet 2nd Lt. Danielle Garcia-Lance, Cadet Capt. Joshua Figarola, Cadet Capt. Greg Weatherford, Cadet Capt. Sean Owens, Cadet Capt. Erin Fetters, Cadet Capt. Katherine Andrieu, Cadet 2nd Lt. Matthew Bruffey, Cadet Capt. Noah Johnson, Cadet 2nd Lt. Regan Roshetko, and Cadet Capt. Steven Benson. They contributed to make this an awesome experience. And we were all grateful to our flight leaders Lt. Col. Julie Kling and Lt. Col. Jim Jenkins for being such outstanding teachers and mentors.

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**Top:** USAF Lt. Col Julie Kling speaks during a leadership seminar. (L-R): Lt. Col. Jim Jenkins, Lt. Col Julie Kling, C/2nd Lt. Danielle Garcia-Lance, and C/Capt. Sean Owens  
*(Photo: Cadet Capt Jackson Kuplak)*

**Right:** C/Capt Erin Fetters makes her way across an obstacle during Project X. (L-R) C/Capt. Steven Benson, C/2nd Lt. Matthew Bruffey, C/Capt. Erin Fetters, and C/Capt. Sean Owens.  
*(Photo: Lt. Col. Julie Kling, USAF)*

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Every CAP cadet officer eligible to apply to COS ought to attend, and enlisted cadets should aspire to attend it. The leadership lessons learned at COS represent invaluable knowledge that is sure to be useful in the real world for ever.

**NOTE:** Cadet Capt. Jackson Kuplak is the Cadet Deputy Commander, Randolph Composite Squadron, Texas Wing.  
*(Editor)* 🇺🇸





At the Louisiana Wing Conference (L-R) Capt. Alfred Spain, Former Louisiana Wing and Southwest Region Commander Col. Colin Fake and Louisiana Wing Commander Col. Art Scarbrough as the latter prepares to address conference attendees, and again congratulate them on their achievement. (Photo: Maj. Vic. Santana, CAP)

## ***Louisiana Wing Earns Two National Awards***

*by Maj. Michael James, CAP, Louisiana Wing*

BATON ROUGE, La. – During the Civil Air Patrol National Boards and Annual Conference held on Aug. 17-20, 2011 at the Marriott Louisville Downtown Hotel in Louisville, Ky., Louisiana Wing was recognized at an awards ceremony.

Louisiana Wing Commander Col. Art Scarbrough accepted the National Award for Excellence in Disaster Relief and the National Commander's Commendation for missions involving flooding surveillance.

In a message to the wing membership, Col. Scarbrough said, "These two awards speak highly of the professionalism and 'can do' attitude of our wing. We have been recognized and applauded amongst our peers, on the national level."

Southwest Region Commander Col. Frank A. Bueth asked that Col. Scarbrough pass on his congratulations to the entire Louisiana Wing membership. 🇺🇸



## **Arkansas Wing Performs Successful Search Exercise near Hot Springs**

*by Maj. Jonathan VerHoeven, CAP*

FAYETTEVILLE, Ark. – On Aug. 27, 2011, Arkansas Wing aircrews and mission base staff conducted a search-and-rescue exercise (SAREX) in the Hot Springs area. The SAREX was built upon a simulated overdue aircraft scenario that required the wing headquarters mission base staff to relocate from Little Rock National Airport to Hot Springs Memorial Field in order to practice its command and control functions closer to the probable search area.

Aircrews from the 42nd (Little Rock), 83rd (Ft. Smith), 95th (Texarkana), 115th (Rogers), and 120th (Jonesboro) Composite Squadrons flew search missions throughout the day. The 40th Composite Squadron (Hot Springs) provided facilities for communications operations and operational support to mission base staff at the airport's Fixed Base Operator (FBO). An aircrew commanded by Lt. Col. Tom Eastman from the 115th located the emergency locator transmitter (ELT) signal and eventually found the "missing" aircraft.

Incident Commander Lt. Col. Jim Gilbert of the wing staff reported several clear successes in the SAREX.

1. The activity demonstrated the wing's ability to relocate mission base operations and operate in a remote setting outside of Little Rock.
2. Mission base personnel received hands-on training to upgrade their skills, and the wing plans several follow-up tabletop exercises to build on this experience.



3. The exercise gave aircrews the opportunity to assemble in a staging operation and interface directly as a group with the Air Operations staff, as well as hone their own search skills.
4. The exercise provided Wing Commander Col. Doug Alexander an opportunity to assess the wing's search-and-rescue readiness.

After the SAREX, Lt. Col. Gilbert said, "The Arkansas Wing does an excellent job of performing our search and rescue role, and continues to improve through mission training such as this. The success of Saturday's exercise is entirely the result of our dedicated and competent volunteers' effort."

Several more SAREXs will follow, as Arkansas Wing prepares for its next Air Force-evaluated exercise. 🇺🇸



**Top:** Cadet Airman Spencer Graham practices as a member of the unit's color guard.  
**Below:** Cadet Graham assists in folding an American flag. (Photos: Capt. Norman Reames, CAP)



**National Drug  
Demand  
Reduction  
Slogan Contest  
Winner**

*by Capt. Norman  
Reames, CAP*

ALBUQUERQUE,  
N.M. – CAP National  
Headquarters  
announced that Cadet  
Airman Spencer  
Graham was the  
winner of the national  
Drug Demand  
Reduction Slogan  
Contest. Cadet  
Graham's entry was

chosen from among 74 others submitted to the nationwide Civil Air Patrol contest.

His entry was selected by a vote at the National Board and Annual Conference meeting in Louisville, Ky., held in August, 2011. Cadet Graham's slogan, "Follow your dream and stay clean," will be used to further the Civil Air Patrol's Drug Demand Reduction program mission and goals in the coming year.

When asked what inspired him to think of this slogan, Cadet Graham replied, "My dream is to fly, and attend the US Air Force Academy. Doing drugs will not get you anything but pain."

CAP cadets and unit senior members partner with local military bases, schools, and local community coalitions to support anti-drug activities. Together, they provide essential and supplemental assistance through community outreach involvement. Through its Cadet Program, Civil Air Patrol assists not only with formal drug-free campaigns, but also with other community events.

Civil Air Patrol helps through partnerships with middle and high schools, reaching out to the community and telling young persons about the local squadron's Cadet Program that is designed to develop tomorrow's aerospace leaders.

Civil Air Patrol cadets help middle school and high school students obtain a basic understanding of the art and science of leadership, as they promote the drug-free ethic among their peers.

Cadet Graham exemplifies Civil Air Patrol's teaching of ethics, summarized in the organization's four core values of: Integrity, Volunteer Service, Excellence, and Respect. 🇺🇸

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**Top:** Cadet Graham directs aircraft ground traffic during the recent EAA Fly-In.

**Right:** Cadet Graham with New Mexico Wing Commander Col. Mark Smith, CAP. (Photos: Capt. Norman Reames, CAP)

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Watch posted video interview at <http://www.youtube.com/watch?v=RxCF2bd5gg0>





USAF Pilot call-sign HYDE, CAP 1st Lt. Carol Collins, CAP 1st Lt. Aubrie Turner, USAF Navigator 1st Lt. Felicia Simmons, and CAP Cadet Mikeala Lynn in front of a B52H Stratofortress. (Photo: Maj. John Gender)

### **95th Members Tour Barksdale AFB**

*by 1st Lt. Carol Collins, CAP*

TEXARKANA, Ark. – On July 29, 2011, members of the 95th Composite Squadron in Texarkana toured the facilities of Barksdale AFB, La., including some of its operational units. The group got to see a demonstration of the working dogs and the Explosive Ordnance Disposal unit, as well as a tour of a B-52H bomber. The base's civilian Public Affairs Officer, Ms. Maja Stevanovich, led the squadron members to the various training areas.

The first stop was a close look at the working dogs. Air Force Staff





r 2011

Sergeant Tebbetts gave a demonstration of each of the dog's training activities, including the modes of "attack," "sit and stare," and "find explosives." Seeing each of the dogs and their handlers in action was a unique experience.

Next on the agenda was a visit to the flight-line and a B-52H Stratofortress. The Air Force pilot, Capt. Hyde and his navigator, 1st Lt. Felicia Simmons, were very helpful and informative escorts. Each cadet and senior member stood in the bomb bay and

waited his/her turn to climb into the cockpit. They went aboard two-at-a-time because of the small space available for crew operations, and each had a chance to sit in the pilots' seats, as well as at other crew positions.

Lieutenant Simmons told the story of the B-52 that has been in the Air Force inventory since the mid-1950s. She explained that the B-52 is capable of flying 7,652 nautical miles – or 8,800





statute miles – without refueling either from another aircraft or after landing. With air-to-air refueling, the “BUFF,” or “Big Ugly Fat Fellow,” as Air Force crew members affectionately know the B-52, is capable of carrying 70,000 pounds of mixed ordnance to targets virtually anywhere in the world.

After the B-52, the squadron visited the Explosive Ordnance Disposal

(EOD) unit, whose motto is, “Initial Success or Total Failure.” Air Force Staff Sergeant Martin exhibited the detector phase before the team demonstrated the bomb disposal robot. The 95th’s own Cadet 1st Lt. Kayla Brown volunteered to suit-up in the 80-pound “hot suit” to demonstrate the protection it gives to task force members. The team explained that as some of their mission work is classified, they cannot discuss it in full detail.

The visit ended with a trip to the Base Exchange and the Military Clothing Sales store. Unit members ate lunch at the base dining facility before taking the drive back to Texarkana.

The 95th’s members, who pray for USAF Team members daily, took the opportunity to thank them for their service and having shown them the ropes during their visit to Barksdale.

Visiting squadron cadet members were: CAP Cadets 1st Lt. Kayla Brown, Senior Airman Sammy Brown, Senior Airman W. Skylar Harbin, Senior Airman Austina Lynn, Senior Airman Elizabeth Speer, Airman 1st Class Matthew Resendiz, and Airman Basic Mikeala Lynn. The senior members were CAP Lt. Col. Martin Kempa, Maj. John Gender, 1st Lt. Aubrie Turner, and 1st Lt. Carol Collins. 🇺🇸

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**Top & Previous Page:**

Cadet 1st Lt. Kayla Brown in the “hot suit” and as she examines the robot.

**Right:** Squadron cadets greatly enjoyed their visit to Barksdale Air Force Base. (Photos: 1st Lt. Carol Collins)

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**Top:** Civil Air Patrol aircraft prepare for the Top Gun flight clinic in Farmington. (Photo: Maj. Scott Zenonian, CAP)

**Bottom:** Top Gun Pilots prepare to run "The Gauntlet," a pre-arranged instrument course with stops at local airports. (Photo: Capt. Mark Hohle, CAP, Colorado Wing)

## ***Top Gun Flight Clinic Sharpens Pilots' Instrument Skills***

*by Maj. Scott Zenonian, CAP*

FARMINGTON, N.M. – On Aug. 19-21, 2011, the Colorado and New Mexico Wings jointly sponsored the annual 2011 Top Gun instrument proficiency flight clinic for pilots of both wings. This year's clinic was based at the Farmington Four Corners Regional Airport, with flight training taking place throughout the Four Corners area.

The clinic is designed to help pilots refresh their instrument flying skills and engage in some friendly competition. Said Maj. Scott Zenonian of New Mexico's Farmington Composite Squadron, "Instrument flying takes a great deal of training and patience, and is a skill that must be practiced frequently."

The clinic consists of instructors teaching a six-hour ground school refresher course, followed by flying on Saturday and Sunday. Each pilot, along with an instructor, flies a prearranged instrument route to local airports. The pilot is evaluated by the instructor, and the instructor by the pilot. At the end of the course, one pilot and one instructor will be selected for the annual "Top Gun" award, which is to be presented at a year-end banquet.

Eight aircraft and 27 members of Civil Air Patrol's Colorado and New Mexico Wings participated in the event, flying almost 70 hours. Chief instructor Mark Hohle said, "It's all about mastering our aircraft and developing our situational awareness, all of which ensures our fellow

crewmembers can rely on their CAP pilot's capabilities."

Hohle added, "The incredibly demanding environment that instrument flight presents is the best way to develop our pilots' skills."

Local sponsors Devon Energy, Williams Northwest Pipeline, XTO Energy and Wal-Mart contributed to making this clinic possible. 🇺🇸





(Front, L-R) Cadet Airman 1st Class Justin Lindstrom, Cadet Airman Marcella Lawson, Cadet Airman Garry Patterson, Cadet Airman 1st Class Christopher Hanft, Cadet Master Sgt. Kellin Tompkins, and Maj. Doug Wallace (Dallas Composite Squadron). (Second Row, L-R) Cadet Zach Arcos, Cadet Scott Owens, Cadet David Holmes, and Cadet Senior Master Sgt. Sean Whitney. (Third Row, L-R) Cadet Airman Wesley Smythe and Cadet Trent Owens. (Fourth Row, L-R) Cadet Tech Sgt. Jeffrey Ding and Cadet Master Sgt. Rachel Womboldt. (Photos: 1st Lt. Donna Mallon, CAP)

## ***IACE Cadets Visit Texas Wing***

*by Cadet Tech. Sgt. Rebekah Burnham, CAP*

FRISCO, Texas – On July 24, 2011, the Frisco Blackbirds Cadet Squadron took a different approach to their weekly meeting as visiting International Air Cadet Exchange Association (IACE) cadets would be involved in the ceremonies and activities, including Group Leadership Projects (GLPs), Ground Team searches for Emergency Locator Transmitters (ELT), and much more.

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Marching to a different drummer, Kendra Matthews-Gramer (Canada, Ottawa) & Christina Fiset (Canada, Winnipeg). (Background, L-R) Maj. Phyllis Sutton, Andries Schepers (Belgium, Heusden Zolder), Jean-Pierre Denys (Belgium Escort, Tielt), Wout De Vos (Belgium, Leuven), Jolyon Hutchings (England, London), and Andrew Gaunt (England, Wakefield)

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After the meeting's opening ceremony, the squadron and guests enjoyed showing how they drilled, during which two British cadets, two Canadian cadets, the



## The Fly-By, Southw

two Belgian cadets and adult visitor, and the Frisco Blackbirds cadets participated. The Frisco cadets were much amused at the different commands and executions used by cadets from other countries. As would be expected, the British and Canadian cadets exhibited similar styles, as Canada is one of Great Britain's commonwealth nations.

Following the drill displays, the visiting cadets presented Maj. Phyllis Sutton with an award from each of their home countries as symbols of gratitude for the Frisco Cadet Squadron's hospitality during the previous five days. At right, Maj. Sutton with IACE cadets Andrew Gaunt (England, Wakefield) and Jolyon Hutchings (England, London).



Afterwards, the squadron split into two sections, with a fairly even number of visiting cadets in each. One section put on reflective safety vests and headed outside to conduct a Ground Team search for ELTs, while the other one stayed indoors and split into two teams to get their GLP going. This consisted of two minefields (represented by paper plates), with one minefield designated for each team. In each minefield's center there was an overturned bucket, acting as the casing for an unidentified radioactive object the teams had to extract. Each minefield could only be accessed through a tunnel (one for each field) full of nuclear radiation (simulated by colored pom-pom-like objects lying on the floor). (At lower left, Cadet Master Sgt. Andrew Reed and IACE Christina Fiset (Canada, Winnipeg) work their way through the "minefield.")

The GLP's objective was for two team members (each equipped with a bungee cord of a different length) to simultaneously enter through the tunnels and crawl through the radiation, stand up and walk through the minefield, remove the casing (bucket), and extract the unidentified item underneath – without touching it with their hands. To make this possible, both teammates had to work together to remove the casing. Adding to the fun, since the inside of the tunnel/minefield area was supposed to be unlit, the walkers had to be blindfolded and could only avoid hitting the mines by being directed by other teammates outside "the facility."

This proved challenging, as the blindfolded cadets tended to take too long or too short a step, hitting a mine on their way towards the center object. In spite of the difficulties, each team eventually was able to work together to give (and follow) precise directions as to how many inches to the left the blindfolded cadet needed to move his/her foot, or to only put down the heel of a specific foot and then pivot it so as not to inadvertently set off any "mines."

A more challenging question remained. How could the "directors" guide the blindfolded cadets towards the "casing," remove it, and then extract the object it covered? To make it harder, the object was either a small orange pylon that didn't have a hole that could be caught with the bungee cord's hook, or a rubber chicken.

Each team attempted a number of approaches, yet none yielded significant results. However, almost simultaneously, both teams hit upon the idea that one could put the "casing" back over the cone/chicken,



slide a bungee cord underneath, and flip the “casing” upside down using the bungee cord for support. This way, they could carry the object back out of “the facility” inside the bucket itself. This idea proved fruitful, and led both teams to success.

Afterwards, the teams reunited into the original section, discussing the challenges they had encountered and how they had been able to succeed. A common theme seemed to be, “Great teamwork requires great trust and communication,” as Cadet Tech. Sgt. Jeffrey Ding put it.

The section then established a closer bond by doing “box push-ups.” This required the section to split into teams of four, who got into the prone position forming a square with each cadet’s feet on the back of the person beside him/her, so that no feet touched the floor. Then, on the count of three, the members of each team pushed themselves up, testing their strength. At bottom, Christina Fisette (Canada, Winnipeg), Kendra Matthews-Gramer (Canada, Ottawa), Cadet Smythe and Cadet Master Sgt. Rachel Womboldt do their push-ups.

Following this accomplishment, the section running the Ground Team search returned to the building. Now the former minefield section headed out to begin their search for ELTs. Of course, the section just arrived would now try their hand at the GLP. They experienced similar results as the first section. However, this one had all the Belgian visitors, who then began directing each other more easily in a mixture of Flemish, French, and German. Trying to achieve fairness, some squadron senior members asked them to speak just one language – preferably English.

This led to even more entertainment, as the Frisco cadets attempted to explain what it meant to “flip the bucket upside down” to the Belgian adult escort. Both new teams met with similar success, then went on to attempt the box push-up. Somehow, it transformed itself into an unidentified shape involving everyone, rather than having the section split into separate teams of four cadets each.

Afterwards, both sections merged back in the lobby of the community church and did some more drill practice, taking up the remaining 30 minutes of the meeting. At the close of the evening, the IACE cadets handed out ranks and badges that they had brought along as fun tokens for the Frisco cadets and senior members, so they could compare the differences between the ranks/badges/awards from their home organizations and those of Civil Air Patrol’s.

There were some similarities, however, as the British cadets found the squadron’s activities familiar. Andrew Gaunt, the British cadet from Leeds, UK, said, “We have the same camaraderie and teamwork, and we also like to have a laugh. But our group activities would be different from this (meaning the GLP) in that ours, instead of mines, would have something bad floating in a custard that we’d have to swim through to retrieve the thing in the middle.”

Kendra Matthews-Gramer, a visiting cadet from Canada, noticed the differences from the start, proclaiming, “Our meetings are only on weekends, and other than that, we have optional activities, like sports nights. But we have no adult members, just adult instructors for classes. We only salute the members from the reserve organization, we age out at 19, and we get paid \$60 per week to go to summer camps.”

The meeting concluded with a closing formation, during which the squadron bid the visiting cadets farewell. The IACE cadets would be leaving on the following day, as they traveled to Houston to continue their journey in the United States.

All in all, for the Frisco cadets, it was an intriguing look into other countries’ Civil Air Patrol-like organizations. 🇺🇸





IACE cadets and escorts in front of the US Capitol Building, before departing for the UK.

### ***A CAP Cadet's International Air Cadet Exchange Experience***

*by Maj. Michael James, CAP*

BOSSIER CITY, La. – Louisiana Wing Cadet Lt. Col. Kaitlyn Fife, a member of the Barksdale Composite Squadron in Bossier City, La., recently visited the United Kingdom. She was one of the CAP cadets from the United States who served as goodwill ambassadors in the International Air Cadet Exchange (IACE) program.



International cadets and escorts with crew members of the Royal Squadron.

IACE is an annual exchange of visits by air-minded youth of the U.S., Canada, Europe, the Middle East, Africa, East Asia and the Pacific Rim with the objective of promoting international understanding, goodwill and fellowship among the youth of the world.

Louisiana Wing Director of Cadet Programs, Maj. Victor Santana said, "The Louisiana Wing was proud to have Fife represent our state and nation." The CAP cadets selected for the Exchange have a reputation for being the best of the best, having great integrity and leadership ability as well as a keen interest in aviation and the culture of other countries, and the will to share their experiences with their fellow cadets, family and community.

Cadet Lt. Col. Fife said, "My group visited the Palace at Westminster, Tower of London, and Buckingham Palace. We also took a cruise down the Thames River and saw many other interesting sites.

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Emily Hudson (USA escort), Holland Bankston, Sierra Larson, Kaitlyn Fife, and Joseph Spletzer in front of the Prime Minister's residence at 10 Downing St., London.

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Chabely Pollier (Belgium) and Vivian Lee (Hong Kong) return to their party after a winch-launch glider flight.

On the agenda, there were many exciting things planned for the visitors, such as a tour of the Battle of Britain Memorial Flight, a Cricket lesson from the RAF Digby team, ice skating at the Doncaster Dome, a tour of York, shooting and go-karting at RAF Digby, winch-launch gliding at RAF Cranwell, a tour of Nottingham Castle, Cambridge, and a formal dinner at College Hall, RAF Cranwell.

Fife, a 2011 graduate of C.E. Byrd High School in Shreveport, is currently attending the Southern Virginia University in Buena Vista, Virginia.

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Each country's delegation laid a commemorative cross at the Air Forces Memorial where 11 different countries are honored, most of which were represented by cadet exchange participants.

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Having been a CAP member since 2007, Fife has many accomplishments to her credit. She attended four Cadet Summer Encampments – one year as Wing Cadet Commander – and was selected as the 2011 Louisiana Wing Cadet of the Year. She earned a Wing Commander's Commendation Award.

Fife attended some of the choicest National Cadet Special Activities: the Balloon Academy in Illinois, Specialized Undergraduate Pilot Training Familiarization Course (SUPTFC) at Columbus AFB, National Flight Academy at Shawnee, Okla. and Cadet Officer School at Maxwell AFB.



This year, in addition to the United States, the following countries hosted CAP cadets: Canada, United Kingdom, Germany, Belgium, Netherlands, Turkey, Israel, Ghana, Japan, South Korea, Hong Kong, Singapore, Australia and New Zealand.

CAP's participation in the exchange began in 1947 with the arrangements for an exchange of cadets between CAP and the Air Cadet League of Canada. Since the first exchange of cadets during the summer of 1948, the program has continued to expand. Former presidents of the United States, members of Congress and the heads of many foreign countries have publicly commended IACE.

CAP sponsors U.S. participation by arranging housing accommodations, travel itineraries, educational, recreational and social activities for the international cadets while they are in the United States. The hosting organizations of the participating countries also perform these same services for the American cadets visiting them.

Length of stay at the U.S. and abroad lasts just over two weeks, and give the cadets an opportunity to visit many areas of their host countries. Cadets visiting the U.S. are hosted by CAP units in the various states. In addition, most participants are given a special tour of our nation's capital.

### ***What it Was Like for Me***

*by Cadet Lt. Col. Kaitlyn E. R. Fife,  
CAP*

IACE is one of those experiences that you can't believe you're having. I would wake up every day and think, "Yeah, I'm still in the UK."

When it came right down to it, though, the international travel wasn't what made IACE so special. What truly made the trip unforgettable were the people we met and the bonds we formed with our counterparts from across the world.

I remember standing outside the coach on our last day, ready to leave for the airport, when one of the international cadets approached me. She was wearing my USA polo, I was wearing her South Korea polo, and suddenly something clicked. In that instant, both of us realized just how alike – how human – all of us were. That moment alone made the trip worth-while for me. 🇺🇸

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Holland Bankston (USA), Kaitlyn Fife, Yun Sil Yang (S. Korea), Joseph Spletzer (USA), and Daryl Chen (Singapore) entering the town of Uxbridge, their first stop after arriving in the UK.

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Date: 10 Jun 11  
 TO: 1613  
 Location: South of Oaseo, AZ  
 Lat: 33 58.00  
 Long: 112 54.00  
 Channel: Arco 2 (providing new cotton)

traps to ensure we don't have a re-infestation. The drastic increase in cotton prices has caused planted acres to skyrocket, and in order to locate and facilitate trapping all fields, we (the ACRPC) have requested assistance from Civil Air Patrol for aerial photo-survey."

CAP's aerial photography has become an essential part in the effort to protect this valuable crop, support the economy, and benefit the community.

Larry Antilla, ACRPC Director, said, "The Arizona Cotton Research and Protection Council is greatly indebted to the Civil Air Patrol for its assistance in this program. Timing in finding the condition of cotton fields at an early growth stage is critical to the success of the multi-million dollar effort to eradicate pink bollworm in the United States and Mexico. Without the Civil Air Patrol's 'eye in the sky,' a vital window of opportunity could easily be missed, thereby significantly increasing both the duration and cost of the program."

The aerial photographs that Arizona Wing provided to ACRPC have given the latter vital assessment information they'll use to curb further outbreaks. 🇺🇸



Date: 03 Jun 11  
 TO: 1604  
 Location: Near Soho, Arizona  
 Lat: 33 53.3  
 Long: 112 56.00  
 Channel: Near Cotton Field SW of Soho

**This page:** Infested fields.  
 (Photos: CAP aircrew)



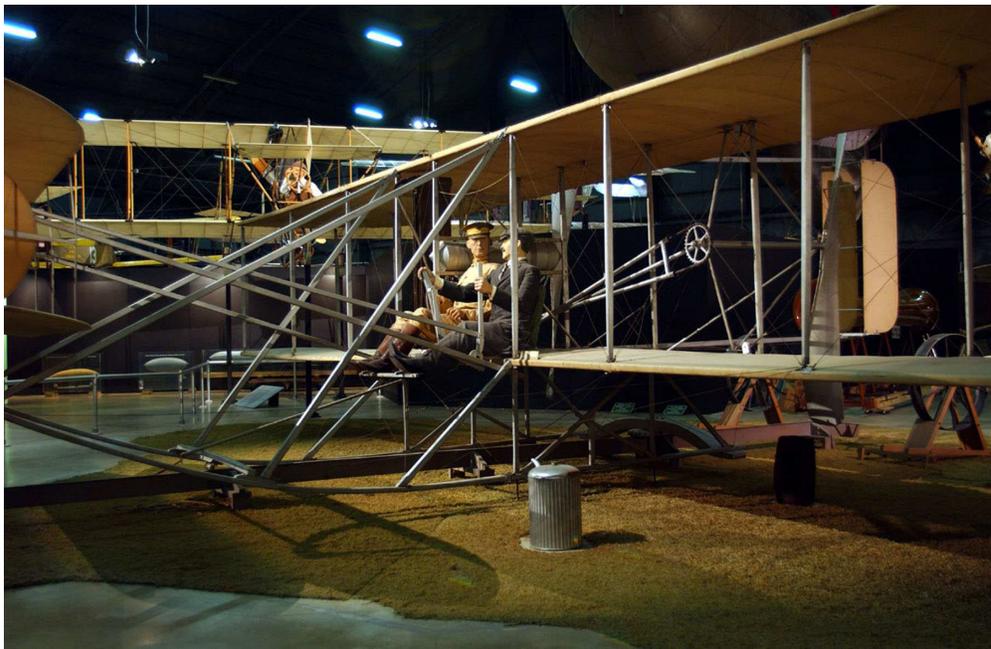
The cadets stand at the entrance of the presidential planes section of the AF Museum. (L-R) Cadet Staff Sgt. Daniel Webster, Cadet Airman Wesley Nabors, Cadet Airman 1st Class Quintin Tabler and Cadet Airman Owen Procknaw. (Photo above: Lt. Col. Larry Webster; All others, U.S. Air Force)

### **99th Composite Squadron Members Visit the USAF Museum**

by Lt. Col. Larry Webster, CAP

WEST MEMPHIS, Ark. – On Aug. 2, 2011, 99th Composite Squadron cadets and senior members traveled to Dayton, Ohio to visit the National Museum of the United States Air Force. The members enjoyed seeing the history of the Air Force at its humble origins as part of the U.S. Army's Signal Corps and as it developed after the U.S. Air Force was created in 1947.

The Wright 1909 Military Flyer (right) became the first



military heavier-than-air flying machine. Upon purchase by the Signal Corps for \$30,000 on Aug. 2, 1909, the U.S. Army designated the Wright 1909 Military Flyer as Signal Corps Airplane No. 1, and it remained the only Army airplane for nearly two



years. The exhibit at the museum is an exact reproduction of the original. Its engine was donated by Orville Wright and other flight control parts by the Wright family.

The North American P51 Mustang (above) was among the best and most well-known fighters used by the U.S. Army Air Forces during World War II. Possessing excellent range and maneuverability, the P-51 operated primarily as a long-range escort fighter and also as a ground attack fighter-bomber. The Mustang served in nearly every combat zone during WWII, and later fought in the Korean War.

Beginning in 1989, the National Aeronautics and Space Administration (NASA) and the McDonnell Douglas (now Boeing) Phantom Works developed the technologies required for an agile, tailless fighter. In 1994 at its St. Louis, Mo. facility, to validate the advanced technologies in a real flight environment, the Phantom Works began building two unmanned X-36 Tailless Fighter Agility Research Aircraft vehicles (below) using rapid prototyping techniques. For flight control, the X-36 replaced the elevators, ailerons and rudders found on traditional aircraft with split ailerons and a thrust-vectoring nozzle for directional control. It also incorporated an advanced, single-channel digital fly-by-wire control system developed from commercially available components.

Many other planes from all eras – spanning the years from WWI to the present – were on display. Other exhibits showed the equipment, uniforms, and other memorabilia from throughout the Air Force's history.

Squadron members also toured the area where past presidential airplanes are kept. Among those they walked through were President Truman's and President Kennedy's. Senior members Lt. Col. Larry Webster, Lt. Col. Dale Dohmen, and Lt. Col. Doris Crum along with cadets Owen Procknaw, Wesley Nabors, Quintin Tabler, and Daniel Webster made the trip. 🇺🇸





The southern horizon taken at approximately 50,000 ft. (*The photos accompanying this article have been extracted from the video that was taken automatically by the balloon's on-board camera.*)

## ***Texas Flight Launches their "Explorer-II" High-Altitude Balloon***

*by Capt. Dave Augustine, CAP*

GRAPE CREEK, Texas – On July 30, 2011, the Three Rivers Flight, Texas Wing, had another high-altitude success. The unit managed to build, launch, and recover a second high-altitude balloon, the second attempt at getting high-altitude images, either still or video footage. While the balloon failed to reach its intended goal of 100,000 feet, this time it came much closer to it, as it attained nearly 92,000 feet. Along the way, the launching team experienced some difficulties.

The Explorer-II launch from the Grape Creek Independent School District High School's north parking lot had been planned for 9 a.m. CDT, but the team missed the deadline. After ensuring the electronic equipment in the package was emitting the required signals, the team started filling the balloon on time at 8:30 a.m, as others started assembling and securing the package for the balloon's liftoff.

After a few minutes, the fill team needed to tap the second helium tank (the first one contained the remnants of the first launch in January, 2011) so a tank swap was needed. That's when the team began experiencing the excitement of a NASA-like "minor delay." Upon restarting the balloon fill, the sound of helium flowing into the balloon stopped. In troubleshooting, the team



Taken from Explorer II's "package" payload, the southeastern horizon from approximately 60,000 ft.

removed the hose from the balloon and opened the valve on the fill tube to determine if gas could get past the valve. Powder from inside the balloon flowed out into the wind, but no helium seemed to escape. Since it appeared that the powder wasn't blocking the aperture into the balloon, there had to be a blockage in the regulator.

Disassembling the regulator revealed a piece of plastic approximately .05 inch in diameter (about the size of an automatic pencil's lead) and some 4 inches long that blocked the valve. Trying to remove it with needle-nose pliers, a safety pin, or the wire from a condenser proved unsuccessful, as it was tightly wedged. Finally, twisting it loose with a small jeweler's screwdriver provided enough space between the valve's wall and the plastic to allow filling the balloon.

All this time, the cameras had been running, so the team had to disassemble the package to turn them off and save battery life. The helium filling slowed down even more. Finally, the balloon reached helium lift poundage and the team resealed and attached the package. At 11:21 a.m., Explorer-II was airborne from the north parking lot of the Grape Creek Independent School District high school.

The team watched the balloon rise to about 1,000 feet before they started to clean up the area. With all gear loaded into the support vehicle, the chase team began their trek. At first they headed northwest on U.S. Highway 87 towards Sterling City, Texas, as that was where the computer simulations had put the expected touchdown site. When the team reached the rest area north of Water Valley, they stopped to follow the flight path, since the balloon had ascended to the north, but was now moving to the south. It showed an altitude of about 26,000 ft.

Believing they had taken the wrong heading, they backtracked to Farm-to-Market (FM) road 2034 and headed west from Water Valley. One map showed this road running across some unpopulated area and intersecting with Texas Highway 163 that ran north to Sterling City. The team was off again.

"Check another map" is always sage advice. The road turned from paved to dirt, and after driving for approximately 45 minutes over very rough dirt roads, the team came upon a fence with a gate across it. Backtracking and trying a different route at an intersection ended in the same situation. The team had moved into an unpopulated area where cell phone towers don't reach. Luckily, the onboard equipment still got the radio signals from the balloon, but the team could no

## The Fly-By, Southwest Region, October 2011

longer track it with the computer map. This part of Texas has "only sagebrush and jackrabbits, and the jackrabbits don't want to be there."

The team finally managed to backtrack to Water Valley, only to find that the balloon had made a loop in its flight path and continued north toward Sterling City. The chase vehicle now followed U.S. Highway 87 to Sterling City and headed west on Texas Highway 134 towards Garden City. Back in touch with a computer signal, the map gave a last-known location of approximately 13 miles west of Sterling City at an altitude of just over 3,600 feet.

The team reached what the map called "County Road 203-P" and followed it north from the highway. While this might pass for a "county road" in a remote part of Texas, in other parts of the country it would probably be called a driveway. Just as the vehicle turned onto 203-P, the radio signals from the balloon again popped up on the on-board equipment. This meant that it was very close, perhaps within walking distance.

The team was able to pull up *Google Earth* on the computer and plugged in the location Global Positioning System (GPS) coordinates being sent by the package, then checked the vehicle's own location with a cellular telephone GPS, entering that position into the program. The answer was that the vehicle was 117 meters (383 feet) from the package at an azimuth of 313 degrees.

At 4:07 p.m. CDT, as the vehicle drove along road 203-P, the team noticed the silver box exterior of the balloon package at about 9 yards off the road to the right. Shouts of, "There it is! There it is!" rose from the chase vehicle, and the box was promptly recovered.

The team returned the package to its command post, tired from the excitement of their travels. The images accompanying this article were captured from the video. The latter will be posted online, after it is reduced to a manageable size for uploading. **Below** is a photo of U.S. Highway 87 North from Grape Creek, taken from approximately 15,000 feet.

The squadron gratefully acknowledges the generous support of: Air Force Association, American Legion Post 32, ATMOS Energy, 29th Street Wal-Mart, Robison Electric, Home Depot, Michalewicz Insurance Agency in Grape Creek, Dave Lewis, and Grape Creek Independent School District. 🇺🇸





Craighead County Circuit Judge David Laser presents the Brig. Gen. Billy Mitchell Award to Cadet 2nd Lt. George "Ike" Heinemann. (Photo: Maj. John Brandon)

### **Jonesboro Cadet Earns Mitchell Award**

*by Maj. John Brandon, CAP*

JONESBORO, Ark. – On July 18, 2011, at a Civil Air Patrol ceremony in Jonesboro, Cadet George "Ike" Heinemann was presented the Brigadier General Billy Mitchell Award that carries with it a promotion to Cadet 2nd Lieutenant. Heinemann, who is in line to assume the position of cadet commander for the 120th Composite Squadron in Jonesboro, is a freshman at Valley View High School. He is the son of Joe and Meribeth Heinemann, of Jonesboro.

Heinemann has been a member of the Civil Air Patrol since February 2009 and has completed Urban Direction Finding, Mission Radio Operator, Basic Communications, and General Emergency Services training. Heinemann has also served on the Cadet Advisory Council for the Arkansas Wing and has earned his solo glider pilot wings.

Craighead County Circuit Court Judge David Laser presented the Billy Mitchell Award to Heinemann, and joined Heinemann's father in "pinning" Cadet Heinemann's new rank insignia onto his uniform.

The Mitchell Award – created in 1964 – honors the late Brig. Gen. Billy Mitchell (posthumously promoted to Maj. Gen.), who was an aviation pioneer and staunch supporter of an independent air force for America. The award marks the halfway point of Cadet Heinemann's progression through the 16-level cadet program. To earn the Mitchell Award, he passed tests in leadership, aerospace education, and physical fitness, and attended the Arkansas Wing's Basic Encampment, an annual summer activity held at Little Rock Air Force Base.

On the same evening, Arkansas Wing Commander Col. Doug Alexander presented the Paul E. Garber Award to Maj. William D. Travis. This award marks the completion of Level IV of the CAP Senior Member Professional Development Program, a prerequisite for promotion to CAP lieutenant colonel. In attendance were Wing Vice Commander Lt. Col. Jim Gilbert, Wing Chief of Staff Lt. Col. Harrell Clendenin, and Wing Assistant Director of Maintenance 1st Lt. Walter Glosenger. 🇺🇸



Dr. Larry S. Crumpler shows a satellite photograph of Martian rover Opportunity that was taken on the surface of Mars on Sept. 11, 2011. Part of the rover is made from metal from the debris of the World Trade Center, which was destroyed on 09/11/2001. The flag on the rover was donated by former New York City Mayor Rudy Giuliani. (Photo: Lt. Col. Jay T. Tourtel)

## ***A Visit With Mars***

*by Cadet Tech. Sgt. Connor J. Welch, CAP*

ALBUQUERQUE, N.M. – On Sept. 15, 2011, the Albuquerque Heights “Spirit” Composite Squadron was honored by a visit from Dr. Larry S. Crumpler, a volcanologist, geologist and research curator for the New Mexico Natural History and Science Museum. He divides his research between two topics: (1) the study of young volcano fields in both New Mexico and Arizona, and the physical processes of volcanism, particularly unstudied volcanology; and (2) geology of terrestrial planets. He played a key role in NASA’s Viking, Pathfinder and Mars Exploration missions, and the Mars Reconnaissance Orbiter (MRO) “HiRISE” (High Resolution Imaging Scientific Experiment) instrument team. A ridge on Mars is named after him.

Dr. Crumpler works with NASA’s Jet Propulsion Laboratories, the Pasadena, Calif. organization in charge of all NASA solar system missions. As a primary leader in JPL’s Martian rover missions, he communicates daily via telecom with JPL and other scientists at institutions around the country. Every day, information arrives from the rovers, and Dr. Crumpler and his team analyze it to make critical decisions in planning the next move and area of interest.

## The Fly-By, Southwest Region, October 2011

Dr. Crumpler is stationed in New Mexico because of his studies of volcanoes. New Mexico's volcanoes and volcanic terrain are similar to the terrain he is studying on Mars. His goal is to help everyone appreciate that volcanoes are the single most important natural history characteristic that sets New Mexico apart from the rest of the southwestern states.

He gave an overview of the life and major accomplishments and discoveries of both rovers from the beginning of their exploration to the present. He also shared some amazing images of the Martian surface from the Mars Reconnaissance Orbiter, showing the path that the rovers have been taking.

Dr. Crumpler explained the complicated situations that faced the JPL team and how they worked together to solve them. This is a prime example of leadership, teamwork, and followership – and how they are used daily to complete challenging tasks. The JPL team has a mix of scientists, engineers, geologist, biologists and volcanologists that have worked together to make the decisions as to where and what the rover is to do next.

JPL's next rover, Curiosity, will launch in November 2011 and will land on Mars by August 2012. Almost three times the size of its predecessors Spirit and Opportunity, Curiosity is nuclear-powered and has no need to rely on solar energy or be near the Mars equator. Curiosity will last much longer and explore areas of the Martian surface that Spirit and Opportunity are not able to reach. It will take eight and a half months for the rover to arrive on Mars – unlike Spirit and Opportunity that took only seven months to arrive because Mars had been closer to Earth then.

Dr. Crumpler's visit was exciting and awe-inspiring. We hope to keep in touch with him and the future travels of the new rover Curiosity. 🇺🇸

Dr. Crumpler receives a squadron challenge coin from Cadet Tech. Sgt. Connor J. Welch, second from right, and his parents, 2nd Lts. Guy and Julie Welch. (Photo: Lt. Col. Jay T. Tourtel)





The Louisiana Wing Color Guard forms at the Wing Conference, preparing to render honors as the colors are presented.  
(Photos: Maj. Victor Santana, CAP)

## ***Louisiana Wing Holds Annual Conference***

by Maj. Michael James, CAP

PINEVILLE, La. – On Aug. 13-14, 2011, more than 100 Civil Air patrol members from around the state attended the Louisiana Wing Conference at the Country Inn and Suites Hotel.



Scheduled guest speakers for the two-day event were Southwest Region Commander Col. Frank A. Beuthe, CAP National Cadet Special Activities Program Manager Mr. Steven J. Trupp and Vice-Commander of CAP-USAF Col. Paul D. Gloyd, II.

Louisiana Wing was very proud to have Col. Mary Feik as a very special



guest, who spoke to the group and offered encouragement and advice to the cadets. Feik, who is well-known in the aviation community as a famous aviator and engineer, shared many of her life experiences. Cadets had the opportunity to visit with her and ask questions. (At left, she is shown with “her cadets.” Below, she speaks with a cadet who has recently

earned the Feik Achievement Award, as Col. Art Scarbrough looks on.)

After overhauling her first automobile engine at 13, Mary Feik turned to aircraft engines and military aircraft at 18, eventually teaching aircraft maintenance to crew chiefs and mechanics for the U.S. Army Air Forces in 1942.

Feik is credited with having been the first woman engineer in research and development in the Air Technical Service Command’s Engineering Division.

In addition to logging more than 5,000 hours as a B-29 flight engineering observer and pilot in fighter, attack, bomber, cargo and training aircraft, she also designed high-performance and jet fighter pilot transition trainers as well as aircraft maintenance trainers.

Also a writer of note, Feik authored pilot training manuals and technical engineering reports that were distributed throughout the armed forces.

Although known for her many accomplishments, in 2003 she said, “My ultimate honor [is] the Civil Air Patrol cadet achievement created in my name.”

Breakout sessions offered many opportunities for CAP members to get up-to-date information on professional development, aerospace education, air operations, safety and finance.

Cadets provided a color guard during opening and closing ceremonies.

The event culminated in an Awards Banquet, during which numerous Louisiana Wing members were recognized for their outstanding service during 2010. The Louisiana National Guard’s 156th Army Band provided special entertainment at the banquet. 🇺🇸





Texarkana Mayor Wayne Smith and 1st Lt. Carol Collins, CAP

## ***95th Composite Squadron Hosts Texarkana Mayor at Weekly Meeting***

*by 1st Lt. Carol Collins*

TEXARKANA, Ark. – On Aug. 22, 2011, during its weekly meeting at the Texarkana Regional Airport, the 95th Composite Squadron was honored by the visit of Texarkana Mayor Wayne Smith. The latter spoke to the cadets and senior members about his life, and what led him to the position he now holds as the mayor as well as warden of the downtown prison. Mayor Smith, who holds several academic degrees, had a message to the cadets, “Take advantage of every opportunity to learn, look before you leap, and although the military isn’t for everyone, it often turns the average person into a true leader, able to do great things.”

Mayor Smith acknowledged that he had been just an average local boy through graduation from Arkansas High School in 1967, until the day his life changed when he received a special letter from “Uncle Sam.” It opened with “Greetings...” and it meant that he was being drafted into the U.S. Army. He reported to Fort Polk, La., where the Army decided he was a little above the rest in leadership potential. In fact, the Army opened opportunities at every stage of his training, and he soon found himself in a leadership position in an infantry platoon in Germany, since his older brother was already in Vietnam.

When his brother left Vietnam, it was Mayor Smith’s turn, and he deployed as a sergeant assigned to a Long Range Patrol unit. He earned several military decorations, including one from the Vietnamese government for his services to their country. He learned that all the training he had received at various stages (especially map reading) was no longer a game, and had become a very real part of life in the Army – and staying alive in Vietnam.

Mayor Smith eventually finished his Army tour and moved back to Texarkana, where his Army training qualified him for the Federal Correction Prison System, eventually becoming a warden in the system. His new civilian career took him from Minnesota to California and then Florida before he left it to become a school teacher.

He and his wife moved back to Texarkana, where he became the warden of the local prison. He advised one and all, “Take advantage of every opportunity when it presents itself,” and “look before you leap.” During last year’s election season, he discovered that he matched his own personal criteria for mayor better than any other candidate, so with his wife’s approval he decided to run. And won. 🇺🇸

## Arizona Wing Flies its Glider

by Maj. David Gregor, CAP

DEER VALLEY, Ariz. – After having been down for maintenance for four months, glider N2890H flew on Saturday, July 24, 2011 at Deer Valley's Turf Glider Port. Six cadets from Glendale Composite Squadron 308 enjoyed flights near Lake Pleasant.

The pilot, Capt. Ivan Manoogian, CAP, was challenged when one

cadet turned out to be 6' 5" and tilted the scales at almost the maximum allowable weight. A complex weight and balance computation had to be completed to ensure a safe flight.

Capt. Manoogian said, "Flying cadets on a glider is fun. Many have practice playing on the Microsoft Flight Simulator software, so they catch on quickly. It's common that after an orientation flight they want to become pilots too."

Growing up, he developed his love of flight by making model gliders. As he grew older, he decided to become a glider pilot. Today he holds a Master CFI accreditation on gliders, and is an FAA safety team representative.

One of Capt. Manoogian's students, CAP Cadet 2nd Lt. Shanna Anderson, just got her FAA glider private pilot's license. "I'm very proud of her, and happy that she succeeded," he said.

The wing's glider program coordinator, 2nd Lt. Markus Wegner, is working hard to ensure the wing makes enough glider flights to retain its glider – and get more.

The Glider Squadron – that once had 4 gliders – currently has 3 more glider pilots getting their clearance to help fly Arizona Wing cadets.

The squadron's long-term goals include reacquiring another glider to keep flying the hundreds of CAP cadets in the wing.

Arizona Wing Glider Program participants enjoy flying out of Turf, and the wing hopes to see many more "customers" sign up for flights in the days to come. 🇺🇸





Continental Airlines Check Airman Captain Ken Voss introduces Cadet Airman Jonathon Krouse to the Boeing 737-800 simulator at the Continental Airlines Pilot Training Center. (Photos: Capt. Glenn Shellhouse, CAP)

### ***Cadets Visit, “Fly” Continental Airlines Simulator***

*by Cadet Lt. Col. Daniel Shellhouse, CAP*

HOUSTON – On Aug. 13, 2011, members of the Marauder Composite Squadron had the opportunity to tour the Continental Airlines Pilot Training Center. At the focus of the tour was a “practice ride” on a Boeing 737-800 simulator.

The cadets and senior members were each allowed to pilot the \$19.5 million simulator, with graphics powered by Google Earth. The cadets, in shifts, controlled the aircraft during each stage of flight.

“It was amazingly realistic, just like being in the cockpit of a real airliner,” said Cadet Amanda Craig, a freshman at Porter High School. “At one point we even heard a loud boom and experienced a simulated engine failure.”

The tour was led Captain Ken Voss, a Continental Airlines pilot and check airman. Capt. Voss instructed the cadets in the proper procedures for flying the simulator.

“The cadets did a great job,” said Voss. “Many of them have experience flying CAP aircraft, and that showed-up in their ability to fly the simulator so well.”



**Top:** Captain Ken Voss congratulates Cadet Amanda Craig on her first time at the controls of a Boeing 737-800 flight simulator. **Bottom:** Captain Ken Voss assists as Cadet Capt. Brandon Cambio, Cadet Commander of the Marauder Composite Squadron, practices his stick and rudder skills on a Boeing 737-800 flight simulator.

The tour of the training center is part of CAP's mission to educate cadets about possible aerospace careers.

"We like to familiarize young men and women with a variety of aviation-related careers," said



the unit's Aerospace Education Officer, 1st. Lt. Steve Taylor. "Flying the simulator gave cadets a hands-on feel of what it is like to pilot a commercial airliner."

The Marauder Composite Squadron is headquartered in Kingwood and serves the entire Lake Houston community. 🇺🇸



Object: Johnson Ranch- Flooded Sports Field  
Location: San Tan Valley, AZ  
Camera Lat: N33° 08.60' Long: W111° 32.02'  
Target Lat: N0° 00.00' Long: W0° 00.00'  
TOT: 20-Aug-11 17:46:53Z  
CAP Mission # 11-T-6152 Sortie # A042



In San Tan Valley, Ariz., a flooded field at Johnson Ranch. (Top photo: CAP aircrew. All others: 1st Lt. Jerad Hoff, CAP)

## ***Arizona Wing's Exercise Includes Real Mission Needs***

*by 1st Lt. Jerad Hoff, CAP*

PHOENIX – On Aug. 20, 2011, hypothetical Hurricane Pancho was supposed to whirl into Arizona with winds gusting to 135 mph, leaving a wake of damage and flooding throughout southern portions of the state. Such was the scenario that had been planned for a statewide exercise that Arizona Wing would be conducting starting on that day.

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CAP-USAF advisors/observers.

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Instead, after Thursday's storms, the phone started ringing, bringing requests from the Arizona Department of Emergency Management (ADEM) and the National Weather Service (NWS) asking for aerial photographs of storm-affected areas. Throw in an Air Force assigned mission, and the





day became quite busy for Arizona Wing members.

Wing officials tweaked Saturday's plan, re-tasking aircraft from their planned exercise sorties to, instead, cover requests for photographs from areas spread across nine different counties. The previous week's severe storm had created flooding, and there was the possibility of microbursts and tornadoes. The NWS needed photographic evidence to support the reports they were getting from the affected areas. ADEM also was looking for photographs of areas affected by recent wildfires, protective dikes to assess their effectiveness, and the condition of several washed-out roads.

Wing Vice Commander Lt. Col. Brian Ready said the timing just happened to work





out very well, as the Wing was able to manage so many requests on a single day. “We already had planned to set up a mission base, had aircrews assigned, and an ambitious exercise to execute. All that was required was for us to change assignments for the aircrews before they departed.”

Ken Waters, the NWS Phoenix office’s Warning Coordination Meteorologist, hoped that having high-quality aerial photography would help in their work. “This is something new for us, to have access to [aerial photographs],” Waters said. “We’re always looking for any documentation of storm damage.”

Waters said the information would become part of the official record and that the data would be placed into a national database that is used by those who study storm damage, including scientists, emergency managers, and private industries such as insurance companies. Getting photographs from the air provides a clear perspective that tells the story of what happened. On the other hand, according to Waters, “It’s very difficult to do that on the ground.”

The NWS will review the photos provided by the Arizona Wing aircrews, looking for patterns in the damage that might reveal the direction and path of the winds, such as straight-line or rotational winds that could be further evidence of tornado activity.

Re-focusing the exercise didn’t slow down the ground team training planned for the day, making mission base at the Deer Valley Airport a busy place, teeming with people. Over twenty senior members and cadets participated in classroom sessions and field training, intent on furthering their ground team qualifications.

Mission base personnel kept busy with tracking CAP aircraft and staffing the needed communications equipment. Four CAP-USAF officers were also on hand to observe and share their expertise.

Lt. Col. Ready was thrilled with Saturday’s end result, “I couldn’t be more pleased with how we were able to change our training objectives on the fly and meet our partners’ needs. We have some great people working in this Wing, and I’m very proud of them,” he said. 🇺🇸



Cadets from Louisiana, Mississippi and Texas Wings form for a group photograph during the 2011 Louisiana Wing Summer Encampment. (Photos: Maj. Victor Santana, CAP)

### ***Cadets Experience Exciting Activities at Summer Encampment***

*by Maj. Michael James, CAP, Louisiana Wing*

BOSSIER CITY, La. — On July 14-24, 2011, more than 85 cadets from Louisiana, Mississippi and Texas Wings, supervised by 9 senior members serving as senior staff and mentors, attended Louisiana Wing's annual summer cadet encampment at Barksdale Air Force Base.

Exciting, intense and interactive activities helped introduce the first-time cadets to Air Force values and traditions while they developed teamwork and self-confidence in what was, for many, their first experience away from home. Stress and time management, leadership and self-discipline broadened the participants' understanding of aerospace subjects.

Meanwhile, the advanced cadets applied their leadership skills while serving in positions of responsibility, as they taught the junior cadets essential Civil Air Patrol subjects, regulations and skills.

Staying in Air Force quarters, the cadets learned to make their beds and keep their rooms tidy in accordance with encampment requirements. While on base, they enjoyed wholesome food in the dining hall; while off-base, they experienced meals-ready-to-eat (MREs) and box lunches.

The first-time cadets were assigned to flights



## The Fly-By

with about 14 other cadets ranging in age from 12 to 18. Daily, they ate, slept, exercised and attended activities with their flight, learning to work together as a team in a challenging environment.

“We had many activities that were very educational and fun for the cadets,” said Maj. Victor Santana, Louisiana Wing Director of Cadet Programs. The activities included a tour of a B-52, going through a confidence course, a low ropes course, water survival training, drug use prevention presentations, drill competition, SWAT demonstration, character development briefing, pool party, outdoor survival training, firing range demonstration and canine training team demonstration.



Complementing their training, personnel from the U.S. Air Force Academy, Army National Guard and Caddo Parish Sheriff Department provided briefings about career options.

“An event of this magnitude cannot be accomplished without extensive planning and preparation. I want to extend my thanks to those who made this encampment a great success,” said Louisiana Wing Commander Col. Art Scarbrough as he spoke during the graduation ceremony at the encampment’s conclusion. 🇺🇸





Seated next to a CFI from Hub City Aviation, Cadet Staff Sgt. Cody Crabb takes the controls of a Piper Archer full-motion simulator. Cadets from the Lubbock squadron spent the evening “flying” the pattern at Lubbock International Airport. (Photos: 1st Lt. Kyle Vernon, CAP)

### ***Lubbock Cadets Try Full-Motion Flight Simulator***

*by 1st Lt. Kyle Vernon, CAP*

LUBBOCK, Texas – Since the Lubbock Composite Squadron had agreed to help out at Lubbock's annual Free Breakfast Fly-In, Lubbock Aero, a Fixed Base Operator at the Lubbock International Airport, invited the squadron's cadets to fly in their newest, state-of-the-art full-motion simulator and practice landings in their cross-wind trainer.

But before the digital tires could ever leave the silicon runway, the cadets had to roll up their sleeves and go to work. On Saturday, Sept. 17, 2011, squadron members arrived at sunrise at the 5th Annual Lubbock Fly-In. Aircraft from across the Texas Panhandle converged on Lubbock for camaraderie and to take advantage of a free breakfast. Cadets trained on flight marshalling skills began parking the first of 15 arrivals, under the guidance of Lubbock Aero staff and the watchful eye of the FAA, several members of the Lubbock City Council, and the local press. Three hours after their arrival, the reverse process of loading and departure began. Thus, other cadets got the chance to take down tables and chairs that had seated the crowd of about 200.



**Left:** Cadet Airman 1st Class Daniel Hernandez waits for his turn outside the simulator.

**Below:** Lubbock Squadron's newest transfer, Cadet Capt. Christian Nelson, attempts to steer the crosswind trainer while the squadron's newest recruit, Cadet Airman Basic Tim Appling, watches from behind the safety line. The CFI, retired Brig. Gen. Gary Harber, provides guidance. Nelson could handle 30-knot crosswinds with gusts to 50 knots – with some difficulty.

Fast forward to the squadron's regular Tuesday evening meeting, when the cadets returned to Lubbock Aero, this time

to try their hand at flying the pattern at Lubbock in a full-motion Piper Archer simulator, complete with digital cars, cows, and cowling.

All of the above were projected on a wrap-around screen that gave a full 180-degree forward sweep view from wing-tip to wing-tip. With a Certified Flight Instructor (CFI) in the right seat, each cadet "departed" Lubbock's Runway 17R and "flew" a standard pattern. While the weather was clear, the landing did have a 10-knot crosswind and departing traffic that the pilot had to deal with successfully.

For those cadets waiting in line, another Lubbock Aero CFI (who is also a retired Army Brigadier General) worked with a crosswind trainer in a nearby hangar. Missing the wrap-around screens, the cadets were challenged to keep the "nose" of the airplane pointed straight forward while the instructor dialed in requests for gusts as well as constant-wind velocities. One cadet put his 20 hours of flight training to the test as Brig. Gen. Harber (Ret) dialed in a 35-knot crosswind with gusts to 50 knots.

The squadron ran out of time before it ran out of cadets to fly the pattern, but the Lubbock Aero amiable staff told the cadets that the simulator would be available again in the future.

The cadets heartily thanked both the staff and 1st Lt. "Jobby" Johnson who had coordinated the event. 🇺🇸



## My Page

### **Chance, Connections, and the Naming of America**



DRIPPING SPRINGS, Texas – To all accounts, Christopher Columbus was a brilliant man. Born Cristoforo Colombo in the Republic of Genoa (later part of northwestern Italy), reportedly he went to sea at the age of 10, apprenticed as a sailor and navigator, and later learned Latin, Portuguese and Castilian (a tongue that in time would become Spain's official language). His only known autographs use his Spanish name of Cristóbal Colón.

Through his readings, he had reasoned that the world was "round." This was a dangerous theory at the time, as it wasn't supported by the Bible, and the Inquisition was active in Spain. Yet he sought to mount an expedition to prove his theory. Knowing the danger of voicing his belief, he used a subterfuge and his powers of persuasion to convince Queen Isabella and her husband King Ferdinand that they ought to fund the adventure, even though in 1478 they had ordered the Inquisition started in Spain.

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**Left:** Posthumous portrait of Christopher Columbus by Sebastiano del Piombo (1485-1547).

**Below:** Niña, Pinta and Santa María replicas sail.

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them, with the intent that some of these, being planted by God and tilled, might serve Thee." 2 *Esdras* 6:41-43]. His argument struck a sympathetic chord in Queen Isabella's heart, without raising the Inquisition's suspicions.

When on Oct. 12, 1492 Columbus discovered the New World, he thought to have reached the eastern parts of India, so he called the new land "The Indies." His find immediately gave birth to a great thirst for discovery, and the Portuguese and Spanish vied for ever greater expansion, often disagreeing on who had title to the lands and people they found.

As they quarreled over territory, Pope Alexander VI mediated and helped them



come to terms through the *Treaty of Tordesillas* on June 7, 1494, ratified by both countries on the same year. Basically, the treaty divided the world into two halves, one containing Europe and the other not. The "European half" allowed Portugal to declare new non-Christian lands as their own. The rest of the world was to belong to Spain. The American continent (except for the coast of Brazil) fell on the Spanish side.

Navigators (called "pilots") were much sought after – as were map-makers – and their writings were generally accepted at face value, marveled at, and their authors lionized. At about the same time that Columbus embarked on his succeeding trips of discovery, another Italian navigator, Amerigo Vespucci (his statue at left is at the *Uffizi*, in Florence), was about to do the same.

Columbus didn't get published much, as Spain kept his work secret. His duties soon became heavily administrative and involved delicate political issues. Vespucci, on the other hand, wrote some influential long letters. One of them, originally penned in Italian and addressed to Lorenzo de Medici, was translated into Latin and published in 1507 under the title *Mundus novus* (New World) by the German Martin Waldseemüller in his *Cosmographiae introductio* (Introduction to Cosmography).

In this work, Waldseemüller named the new lands America (coining it from Amerigo Vespucci's Christian name) in Latinized feminine form to match the other continents' Latin names: Europa, Asia, Africa and Australia (the latter, literally, "southern land") that Europeans knew. Naturally, since universities of the day taught in Latin, this was the obligatory language of knowledge and science.

Columbus died in 1506, in poverty and (by our standards) young, not having reached the age of 55. He had been imprisoned in disgrace, stripped of his titles and positions, and accused of irregularities, losing the Spanish Crown's backing in the process. He was survived by two sons: Diego and Fernando. There are no surviving authentic portraits of him.

Vespucci retired to Spain, where he ended his days in genteel modesty with his Spanish wife, leaving no descent. He died in 1512, at not quite age 58. Through his early association with the Medici family, Vespucci was portrayed as a very young man in a group surrounding the *Madonna della Misericordia* ("Lady of Mercy"), a painting by Domenico Ghirlandaio at the Ognissanti church in Florence.

After the fact, Spanish scholars and politicians – angry that the new continent had been named after Vespucci – sought to turn Christopher Columbus into a true Spaniard wrongly believed to have been born in Genoa, and pushed to have the new continent renamed Colombia. However, thanks to Waldseemüller's book, public imagination had already accepted America as the continent's new name, and it stuck. Some 300 years later, Colombia became the name of the South American country that has the third-largest Spanish-speaking population in the world.





Until the latter part of the 20th century, American Continent countries celebrated Columbus Day each Oct. 12, honoring his discovery of America, but then scholars began to diminish the magnitude of his accomplishment.

Today, there is consensus that the Vikings had reached America five centuries before Christopher Columbus, around the year 1000, establishing

small settlements on Newfoundland – none of which lasted for very long –, as described by Norse sagas. Archeologists have found extensive Viking settlements on Greenland dating back to the year 980, confirming the record set down in the sagas. The Vikings called the American land Vinland. The Greenland colony grew and prospered, and it is known to have accepted the King of Norway's overlordship in 1261. In Greenland, archeologists have uncovered and studied many farm buildings of the time. The Viking Greenland settlements waned, and no archeological finds have been carbon-dated later than about 1430, suggesting that the Vikings had left their settlements some 60 years before Christopher Columbus embarked on his voyage of discovery.

Another factor contributing to lessen Columbus's accomplishment was the conquistadors' religious zeal that led them to try to root out all Native religions and reshape most of the newly-found cultures, establishing a conqueror's relationship with the Native populations. In Spanish America, the day is known as *Día de la Raza*, that today means "race day" (in the sense of human race). However, the strict contemporary Castilian meaning of the word was "Castilian culture and heritage" rather than "race."

Today we know that many Native American cultures had accomplishments of their own. The Maya/Aztec knowledge of astronomy was greater than that of their conquerors, and their calendar was far more exact than anything used by the European victors. Much of the Native art and culture was destroyed as "pagan" and "heretical" by the churchmen that always accompanied the invaders, and many hunter-gatherer cultures lost access to their livelihood as the newcomers took possession of what the natives had always considered to be communal, open land. (Native Americans had no concept of land ownership.)

Not all the damage was wrought by the conquistadors and original settlers. The ensuing generations have been responsible for equal or even greater damage, as they eliminated entire Native nations, entering into treaties that were later broken to satisfy settlers who had an insatiable appetite for land and mineral riches.

None of this would have happened had the continent remained undiscovered, yet it was inevitable that someone would stumble upon it. That credit belongs to Christopher Columbus. In fact, Amerigo Vespucci had no part in that historical moment.

Posterity will remember both men, though the lack of good communications and timely publications did have a disproportionately large influence on the naming of America.

Obviously, viewed from today's perspective, Christopher Columbus, Amerigo Vespucci, and the many millions who came after them could have used better public affairs skills. 🇺🇸

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